


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2014-0017</b></p> <p><b>Date: 17 January 2014</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Design Approval Holder's Name:</b> AIRBUS</p>		<p><b>Type/Model designation(s):</b> A380 aeroplanes</p>
TCDS Number:	EASA.A.110	
Foreign AD:	Not Applicable	
Supersedure:	None	
<b>ATA 53</b>	<b>Fuselage – Belly Fairing Junction Frame 35-37 / Stringer 11 – Inspection / Modification</b>	
Manufacturer(s):	Airbus (Formerly Airbus Industrie)	
Applicability:	Airbus A380-841, A380-842, and A380-861 aeroplanes, all manufacturer serial numbers	
Reason:	<p>During scheduled maintenance checks accomplished by Airbus A380 operators, several cracks were reported on the belly fairing leading edge profile on frame (FR) 35 - FR 37 / Stringer (STRG) 11. A fatigue phenomenon was identified as the most probable cause of the damages.</p> <p>This condition, if not detected and corrected, could lead to reduction of the belly fairing structural integrity, possibly resulting in in-flight loss of belly fairing panels, and consequent injury to persons on the ground.</p> <p>To address this unsafe condition, Airbus issued Service Bulletin (SB) A380-53-8052 to provide accomplishment instructions for inspection of the affected area to detect crack before it becomes critical. Airbus also developed a modification (mod) 72506 to reinforce the affected zone, embodied on aeroplanes in production, and available for in-service aeroplanes through Airbus SB A380-53-8063.</p> <p>For the reasons described above, this AD requires repetitive detailed inspections (DET) of the belly fairing affected area and, depending on findings, accomplishment of applicable corrective action(s).</p>	
Effective Date:	31 January 2014	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p><b>Aeroplanes on which Airbus mod 72506 has <u>NOT</u> been embodied in production:</b></p> <p>(1) Within the threshold indicated in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 200 flight cycles (FC) or 1 475 flight hours (FH), whichever occurs first, accomplish a DET of the belly fairing junction FR 35-FR 37 / STRG 11 on the left-hand (LH), and right-hand (RH) side in accordance with the instructions of Airbus SB A380-53-8052.</p> <p style="text-align: center;">Table 1 – Initial inspection</p> <table border="1" data-bbox="568 510 1425 775"> <thead> <tr> <th colspan="2" style="text-align: center;"><b>Compliance time (whichever occurs later, A or B)</b></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><b>A</b></td> <td>Within 1 425 FC or 10 500 FH, whichever occurs first, after aeroplane first flight or since the last installation of new parts having part number (P/N) as listed in Appendix 1 of this AD, as applicable.</td> </tr> <tr> <td style="text-align: center;"><b>B</b></td> <td>Within 150 FC or 1 100 FH, whichever occurs first, after the effective date of this AD.</td> </tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, any damage is found, before next flight, accomplish one of the following actions:</p> <p>(2.1) Contact Airbus for approved repair or replacement instructions and accomplish the repair or replacement accordingly and, within the compliance time specified in those instructions, replace the affected parts as specified in paragraph (2.2) of this AD, or</p> <p>(2.2) Modify the belly fairing structure at the leading edge area in accordance with the instructions of Airbus SB A380-53-8063. Thereafter, paragraph (5) of this AD becomes applicable.</p> <p>(3) After modification of the belly fairing structure, as specified in paragraph (2.2) of this AD, the repetitive inspections required by paragraph (1) of this AD are no longer applicable.</p> <p>(4) Within 30 days after each inspection, as required by paragraph (1) of this AD, report the inspection results, including no findings, to Airbus.</p> <p><b>Aeroplanes on which Airbus mod 72506 has been embodied in production and aeroplanes on which Airbus SB A380-53-8063 has been embodied in service:</b></p> <p>(5) Before exceeding 11 000 FC or 80 300 FH, whichever occurs first since aeroplane first flight, accomplish a DET of the belly fairing junction FR 35-FR 37 / STRG 11 on the LH and RH side in accordance with the accomplishment instructions of Airbus SB A380-53-8052.</p> <p>(6) Before next flight after the DET as required by paragraph (5) of this AD, contact Airbus to report the inspection results to obtain approved instructions for replacing the reinforced belly fairing structure at the leading edge area and the rod having part number L533-80706-068, and accomplish the replacements accordingly.</p>	<b>Compliance time (whichever occurs later, A or B)</b>		<b>A</b>	Within 1 425 FC or 10 500 FH, whichever occurs first, after aeroplane first flight or since the last installation of new parts having part number (P/N) as listed in Appendix 1 of this AD, as applicable.	<b>B</b>	Within 150 FC or 1 100 FH, whichever occurs first, after the effective date of this AD.
<b>Compliance time (whichever occurs later, A or B)</b>							
<b>A</b>	Within 1 425 FC or 10 500 FH, whichever occurs first, after aeroplane first flight or since the last installation of new parts having part number (P/N) as listed in Appendix 1 of this AD, as applicable.						
<b>B</b>	Within 150 FC or 1 100 FH, whichever occurs first, after the effective date of this AD.						
<p>Ref. Publications :</p>	<p>Airbus SB A380-53-8052 original issue, dated 31 October 2013, Airbus SB A380-53-8063 original issue, dated 31 October 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks:</p>	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 21 November 2013 as PAD 13-173 for consultation</p>						

	<p>until 19 December 2013. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</p> <p>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:Ads@easa.europa.eu">Ads@easa.europa.eu</a>.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EIANA (Airworthiness Office), Telephone: +33 562110253 ; Fax:+33 562 110 307. E-mail: <a href="mailto:account.airworth-A380@airbus.com">account.airworth-A380@airbus.com</a>.</p>
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Appendix 1 – List of affected belly fairing structure parts at the leading edge area

Affected Parts	P/N
Fitting Assembly	L5338112400000 (LH side) L5338112400100 (RH side)
Profile	L5338105220000 (LH side) L5338105220100 (RH side)
Profile	L5338105120000 (LH side) L5338105120100 (RH side)